

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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GENERAL

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1. The Gehlsdorf shipyard, located on the east bank of the Warnow River about 6.5 meters above water level, and opposite Rostock, was owned by ROHDE, a shipbuilder, until late 1945.

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This small shipyard was then taken over by the VVW (Vereinigung Volkseigener Werften) and building and enlarging was begun. The points described below are shown on a sketch of the layout of the Gehlsdorf ship repair yard [See Enclosure (A)].

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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SHIPBUILDING AND REPAIR SHOPSShop No. 1 - Shipbuilding Shop /Point 1/

2. This shop was completed in 1950; small sailboats, two large fish cutters, and other craft were built until 1952. It was very dangerous and difficult to launch the vessels from the small old marine railway.

Shop No. 2 - Mechanical Workshop and Diesel Shop /Point 2/

3. This building was constructed in 1950, and has been in operation since then.

Smithy /Point 5/

4. A simple stone structure, built in 1951.

Shop No. 3 - Repair and Plate-working Shop /Point 13/

5. Built in 1952. This building was to house the sections then in shop No. 2, except for the engine repair section.

New Workshop Building /Point 17/

6. A new workshop building was under construction on the low river bank. It was to parallel the new quay, and house workshops where all the fitting out of the boats was to take place.

MARINE RAILWAY INSTALLATIONSOld Marine Railway

7. This small railway was no longer used. It had been replaced by a new installation.

Small New Marine Railway /Point 10/

8. Located north of the old installation. It had been constructed in 1951, and was equipped with a new type cradle.

a. Shunting Platform /Point 11/

A shunting platform was built to the east of the marine railway proper in 1951. This shunting platform could handle vessels up to 250 tons. It allowed vessels hauled ashore to be shunted to available space in the dispersal area.

b. Dispersal Area. /Point 12/

This area provided space for 10 normal fishing luggers.

Wooden Fingerpier /Point 22/

9. This old fingerpier was located just south of the small marine railway.

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-3-Large Marine Railway /Point 19/ and Construction Site /Point 20/

10. In 1951, the construction of a 1,000-ton marine railway capable of handling two vessels under repair was ordered. Construction began in 1951 in the area just north of the old shipyard premises, and was to be completed in late 1953.

a. Shunting Platform /Point 21/

It was planned to construct a dispersal area east of the large marine railway and a shunting arrangement, in order to allow maximum use of the railway.

eventually this dispersal area was to be covered with reinforced concrete and made into a bomb-proof submarine construction shelter.

Cradles

11. The marine cradle was developed by an ABUS enterprise. The cradle was a new type developed after 1948, and of which units were being delivered to the USSR. The complete cradle arrangement consisted of a chain of sub-units all of which were built with flat platforms (not a wedge-type cart). A special mechanism made it possible to move the cradles loaded with one vessel from the inclined to the horizontal, provided the angle with the horizontal was not too great. When moving from the inclined to the horizontal, the cradle platforms, through hydraulic pressure equalization, raised and carried an equal load.

QUAYAGE -- NEW QUAY /Point 18/

12. A quay with six meters water depth was under construction between the large new workshop and the waterfront. The first 100 meters were scheduled to be finished during 1953. The completed quay was to extend over about 400 meters, i.e., between the two marine railways.

RANGE /Point 18/

13. Five-ton cranes were scheduled for the new quay. As they were not capable of lifting heavy items, i.e., large marine diesels, work on the large diesels was to be done in the Neptun Shipyard.

STORAGE FACILITIESWarehouse - /Point 8/

14. A two-story warehouse was built in 1952.

Lumber storage /Point 9/

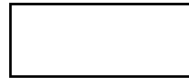
15. A temporary lumber storage and wood-working shop was replaced by modern structures in 1951.

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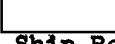


Water Transport

25. It was also possible to transport items between the Gehlsdorf and Neptun Shipyards by water.

Roads

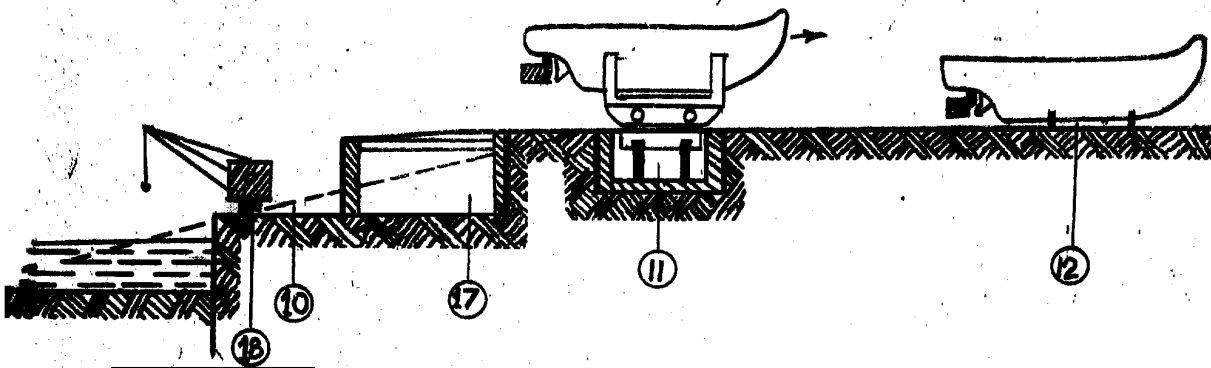
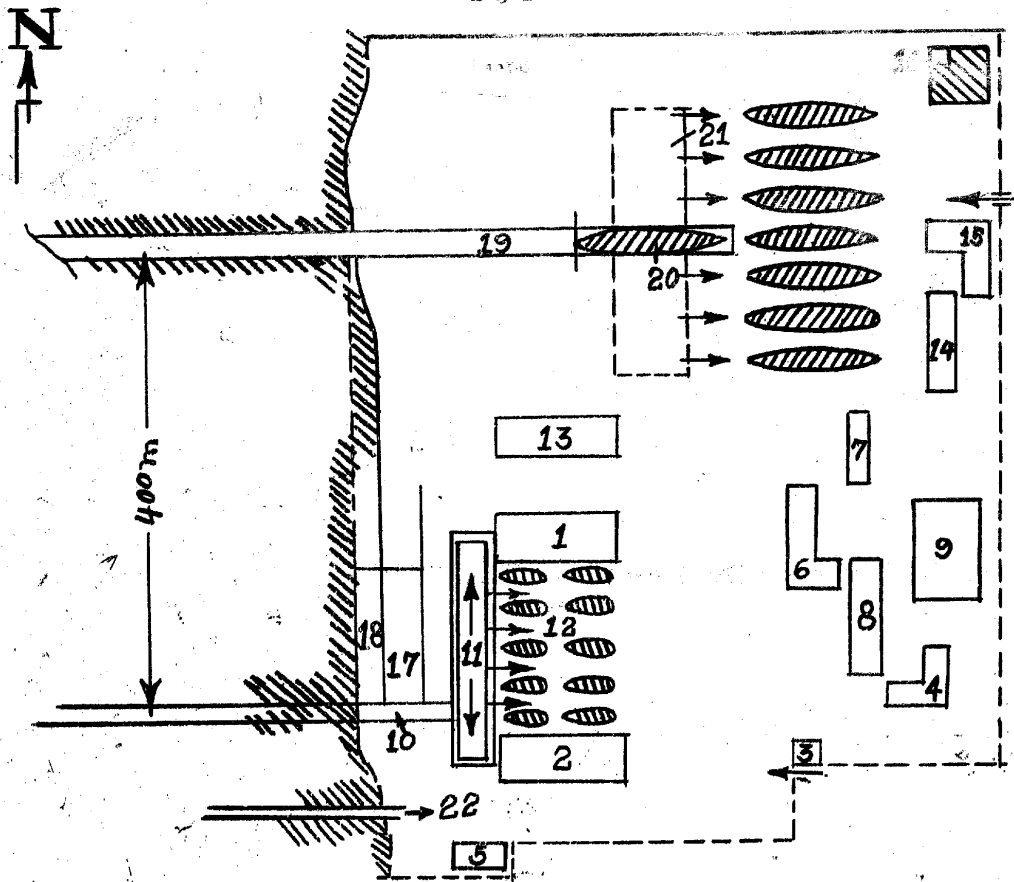
26. There were no roads on the shipyard premises in 1951; their construction began in 1952.

25X1 Enclosure (A) -  Sketch of Layout of Gehlsdorf Ship Repair Yard

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25X1 Sketch Of Layout Of Gehlsdorf Ship Repair Yard
Enclosure (A)

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OFFICE BUILDINGSOffice Building /Point 6/

16. In 1950, a long low office building was built and further enlarged and modernized soon thereafter in 1950-51. It no longer meets requirements.

Planned Office Building /Point 15/

17. The construction of a modern office building was planned for 1953.

MISCELLANEOUS STRUCTURESNew Electric Power Plants /Point 16/

18. A temporary plant was to be razed since it was located in the area scheduled to become a dispersal area. The construction of a new electric power plant began in 1952 and was to be completed in late 1953.

Guardhouse and Fence /Point 3/

19. A guardhouse at the south side of the shipyard area and a fence were erected in 1950.

Fire Department and Garages /Point 4/

20. A temporary structure housing the fire department and garages was built in 1949-50 and rebuilt and modernized in 1950-51.

Kitchen and Messhall /Point 7/

21. These were housed in a combination temporary wooden barracks and stone structure built in 1951.

Welfare Building /Point 14/

22. The construction of a modern welfare building comprising messhall, showers, dispensary, rooms for cultural purposes, and the like was planned for 1953.
23. The construction of a stone breakwater was planned north of the 1,000-ton marine railway to give protection against rough seas and to control silting.

TRANSPORTATIONRailroad Siding

24. The shipyard had no railroad siding. Therefore, it was planned that the streetcar line running between Rostock and Gehlsdorf be used to transport heavy items during the night.

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